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CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

REPORT

CD NO.

COUNTRY East Germany

DATE DISTR. 10 March 1955

SUBJECT Railroad Construction Projects

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THIS IS UNEVALUATED INFORMATION

1. The money allocations planned to be made for the 1955 railroad construction program have once again been revised.<sup>1</sup>

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1.8 million eastmarks are scheduled to be allocated for the enlargement of the Wuhlheide marshalling yard where an additional automatic hump is to be built.<sup>2</sup> A sum of 2.8 million eastmarks has been earmarked for the elevated railroad system at Strausberg. This sum will make it possible to do only supplementary construction work on railroad station installations. The planned electrification of the railroad line must be postponed.<sup>3</sup>

A sum of 20 million eastmarks will be made available for the completion of the "Nordvestring" in Wustermark.<sup>4</sup>

2. By early October, earthworks on the Brieselang - Wustermark railroad line section had almost been completed except for excavation work and bridge construction work at the Wustermark intersection of railroad curves. It has been learned that monetary allocations were inadequate for the completion of the 1954 railroad construction program. Construction work was, therefore, concentrated on some major construction sites. Efforts were being made to complete at least one track on the Brieselang - Wustermark line section.<sup>4</sup>

3. Construction work on the Karow - Wuhlheide railroad line section is scheduled to begin in the spring of 1955. Excavation work and bridge construction work is scheduled to be completed during 1955. Rails will probably not be laid in 1955 owing to financial difficulties and a shortage of materials.<sup>5</sup>

4. The Halle - Magdeburg railroad line is scheduled to be double-tracked in 1955. Other double-tracking operations planned in the Halle-Magdeburg area indicate that this area will be given priority in railroad construction projects. Construction efforts were previously concentrated in the Berlin area. Skilled workers who were sent to the Berlin district in connection with railroad construction work in this area were returned to their home stations, many of them to the Halle - Magdeburg area.<sup>6</sup>

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5. In early October, it was learned that the Pasewalk - Stettin railroad line is to be double-tracked.
6. In mid-October, it was learned from a railroadman at the Pasewalk railroad station that the Pasewalk - Stettin railroad line is double-tracked as far as Grambow. Construction work was under way on the bridge over the Loecknitz River. The railroad bridge over the Uecker River near Pasewalk is scheduled to be reconstructed in its previous form.
7. At a railroad conference on 12 October 1954, it was stated that railroad border traffic through Goerlitz was scheduled to begin on 1 November 1954.<sup>8</sup> So far, only trial runs have been made over the new railroad bridge near Muskau. On 12 October, it was stated that the bridge will not be officially opened for the time being.<sup>9</sup>
8. On 18 October 1954, it was observed that construction work on the railroad viaduct at Goerlitz was completed. The construction scaffolds were being removed.<sup>8</sup>
9. A local resident from Goerlitz stated that construction work on the railroad viaduct at Goerlitz was completed in late September. In early October, a train consisting of several freight cars was seen making a trial run over the viaduct. Some of the cars were loaded with tanks.<sup>8</sup>
10. Construction work on the railroad viaduct at Goerlitz was completed prior to 26 September 1954. Construction materials and construction machinery were already being removed. Track laying work was observed at Goerlitz railroad station. One track each was completed to the viaduct and to the customs inspection shed.<sup>9</sup>
11. According to the new winter timetable of the GDR railroads which went into effect on 3 October 1954, a new railroad connection was built between Marlenborn and Harbke. Two pairs of trains operate daily on the new line which is 6.2 km long.<sup>10</sup>
12. The following information on the electrification of railroad lines

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a. Berlin elevated railroad system.

The underground transformer station at Fredersdorf was completed except for the laying of feed cables.<sup>11</sup> Construction work on the Schoenhauser Allee underground transformer station was completed. The assembly of switching installations was about 40 percent completed. Within the frame-work of the Strausberg project, work on the enlargement of the Wolfstal transformer station continued. Material for the third rail has been dropped along the line section scheduled to be electrified. The third rail has been laid on a 3-km stretch.<sup>3</sup>

b. Central Germany. (Mitteldeutschland)

The entire supporting system for the overhead line has been completed at the Koethen railroad station. About 75 percent of the supporting masts have been erected at the Halle railroad station. 250 masts have been set up between Halle and Koethen.<sup>6</sup> Excavation work required for the construction of foundations of masts for the overhead 60 kV long-distance line has been started. The progress of this work was delayed by a shortage of workers.

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c. At the Muldenstein railroad power station, transformer set 1 designed to deliver polyphase alternating current was not completed by 30 September 1954 as previously scheduled.

1. Comment. It was already indicated [ ] there were considerable difficulties in the drawing up of the new 1955 Economic Plan. Preliminary plans were subject to major cuts which will affect the extent of the 1955 railroad construction program. In the previous year, the 1954 railroad construction program was completed by October. 25X1
2. Comment. Mustermark is a large marshalling yard east of Berlin which is scheduled to be enlarged over a period of several years. Monetary allocations for this construction project have been cut several times. 25X1
3. Comment. The Strausberg railroad project was ordered by the GDR Ministry of the Interior. [ ]. According to paragraph 12 of the present report, the line involved is already being electrified. 25X1
4. Comment. Since the construction of the Westring Berlin which runs from Mustermark to Michendorf via Wildpark has been postponed indefinitely, the Berlin railroad circuit is to be brought to a preliminary conclusion by the extension of the Nordwestring (Birkenwerder - Brieselang) as far as Mustermark and by the construction of railroad curves connecting the circuit to the main railroad lines in this area (so-called Mustermarker Kreuz). [ ]. 25X1
5. Comment. The construction of a second track and the straightening of the Karow - Wuhlheide railroad line, a section of the Ostwing Berlin, has been planned for a long time. [ ]. 25X1
6. Comment. The Halle - Koethen section of this line has already been double-tracked and its electrification is under way. [ ] it may be expected that additional railroad lines in this area will be double-tracked in connection with the electrification of the Central German railroad system. [ ]. After the plans for the completion of the Berlin railroad circuit have been given up, it appears that railroad construction efforts will henceforth be concentrated in the Halle - Leipzig - Dessau - Magdeburg area. While railroad construction work in the Berlin area was mainly because of political reasons, railroad construction work in Central Germany will mainly serve economic interests. 25X1
7. Comment. This information is received for the first time. The second track of the Pasewalk - Stettin railroad line was dismantled by the Soviets after the war. The line is of some importance as a feeder line for the port of Stettin. At present, only two or three trains operate daily in both directions on this line. This small volume of traffic would hardly justify the double-tracking of this line. If the information on its double-tracking is correct, it may be assumed that this construction work will be executed for military reasons. 25X1
8. Comment. The completion in late September or early October 1954 of the railroad viaduct over the Neisse River at Goerlitz was reported previously. [ ]. For the time being, only five pairs of trains will operate through the new border station at Goerlitz, which will mainly carry hard coal imports from Upper Silesia. 25X1


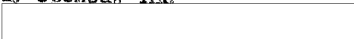


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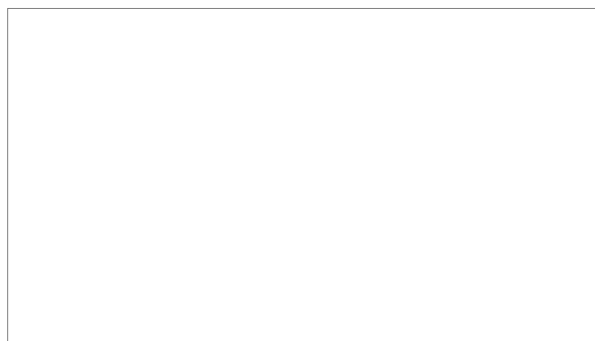
9.  The railroad bridge over the Weiss River at Musrau was built exclusively for military reasons. This is also indicated by the fact that the bridge has not been officially opened. The completion of the bridge was reported previously. 
10.  Comment. This new line which is of local importance only serves brown coal mines located in this area.
11.  Comment. These construction projects are designed to improve the power supply system of the Berlin elevated train system. The Fredersdorf transformer station serves the Strausberg area, the Schoenhauser Allee transformer station serves the connecting curve recently built there in order to by-pass the French sector of the city.

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